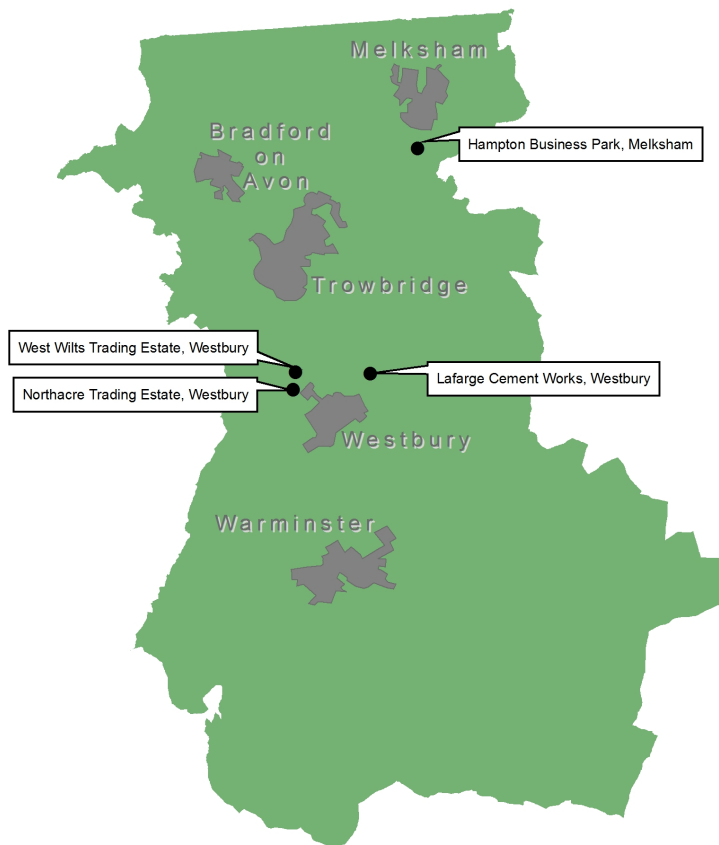
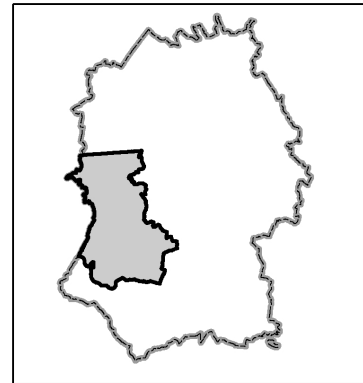


# 3 West Wiltshire

## 3.1 Strategic sites

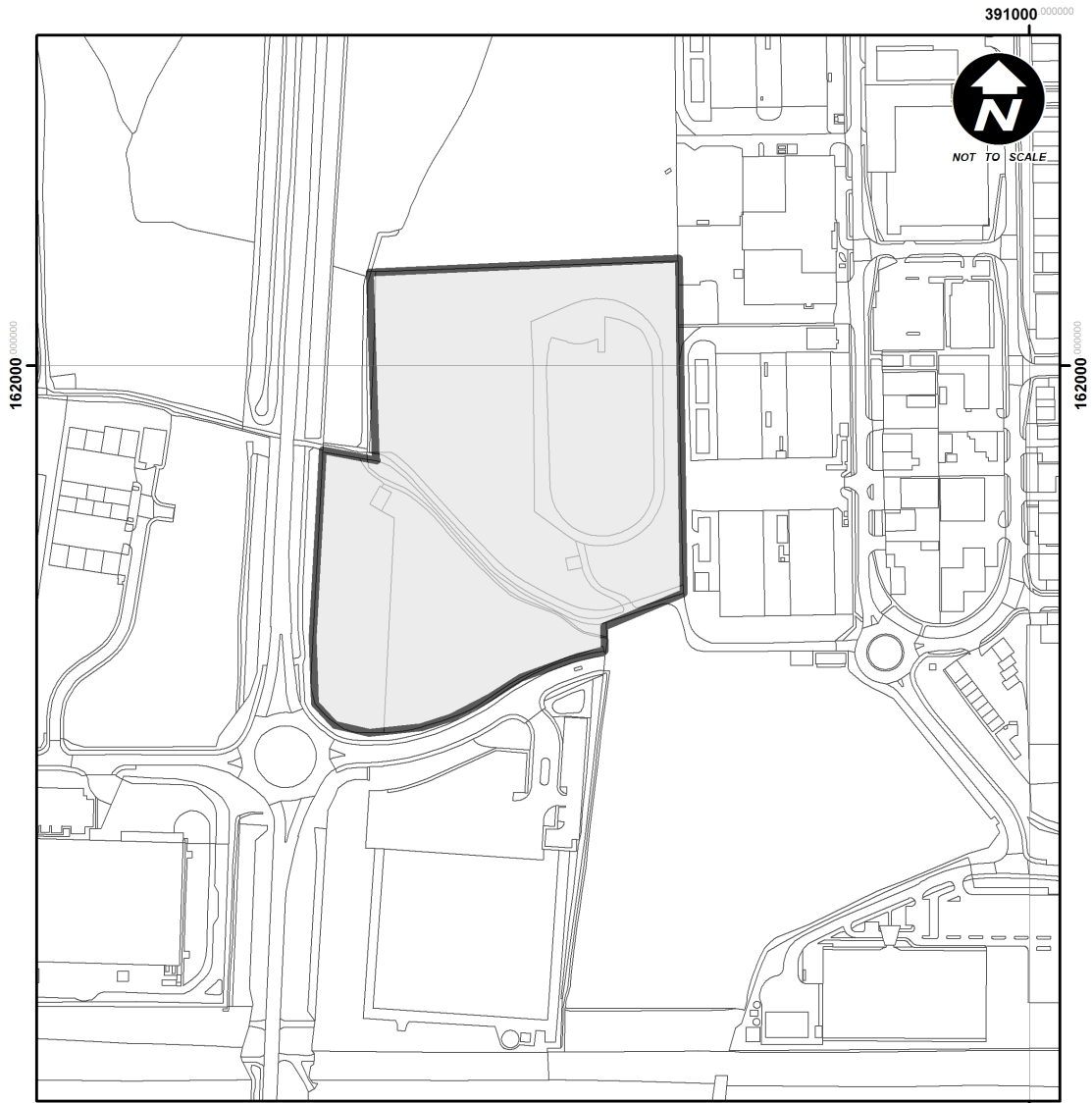
# West Wiltshire strategic scale waste sites



**Key**

- Strategic waste sites in West Wiltshire
- Key settlements in West Wiltshire
- West Wiltshire

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## Inset map W1

Hampton Business Park,  
Melksham



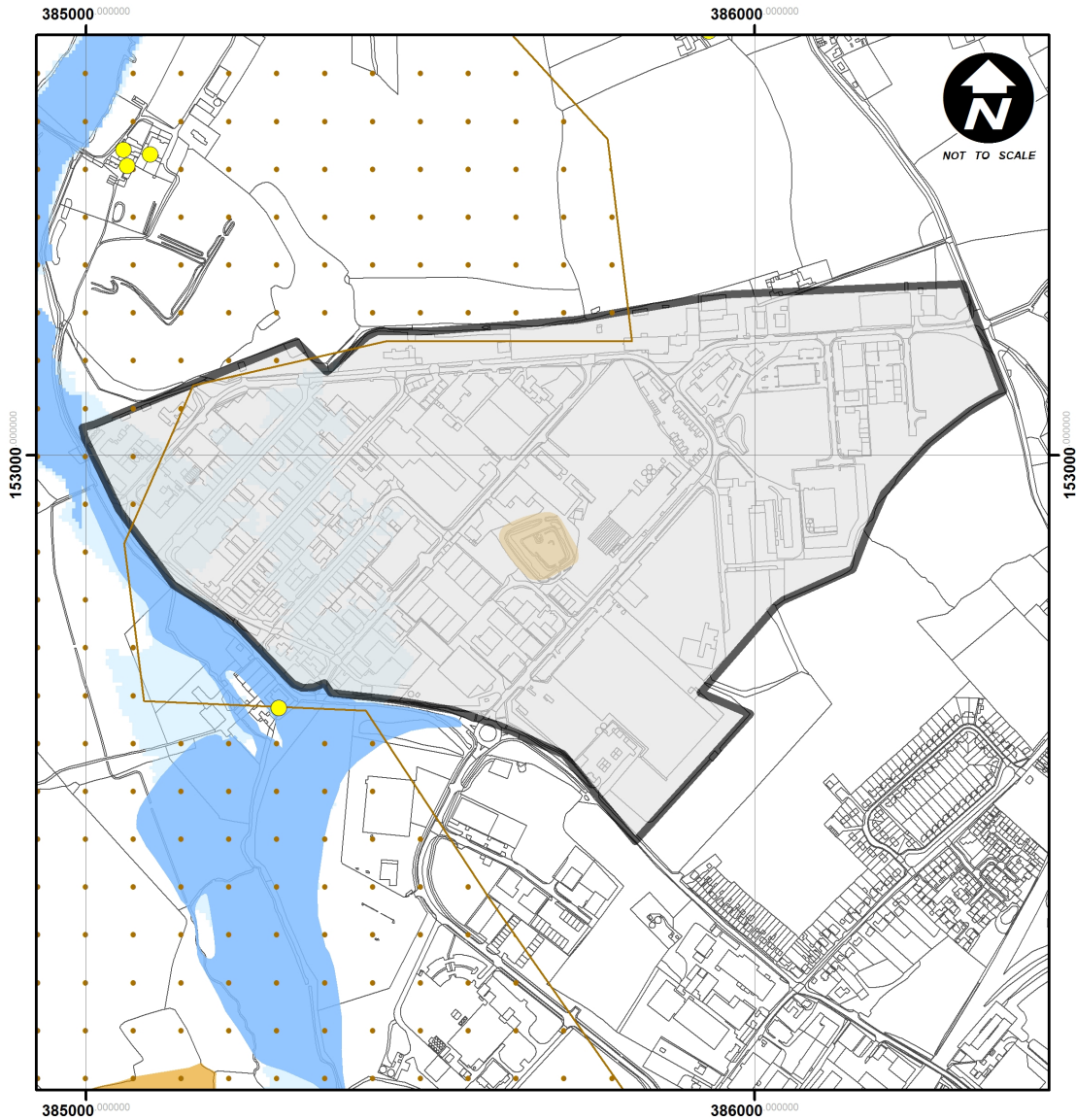
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Table 3.1 Hampton Business Park, Melksham

<b>Hampton Business Park, Melksham</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	390638 161900
<b>Current use/s</b>	Greenfield site comprising of two elements; the northern part is a sports field and the southern part is fields used for grazing by cattle.
<b>Description of site</b>	This site is located on the eastern fringe of Bowerhill approximately 11km north east of Trowbridge. The site is part of a 12ha employment allocation known as Hampton Business Park and adjacent to the existing Bowerhill Industrial Estate. Access to the site is via the adjacent A350 which is part of the Wiltshire HGV Route Network. There is a PRoW crossing the site in a zig-zag running north to south, with access out to the Bowerhill Industrial Estate. A non-segregated public footpath and cycleway also runs adjacent to the site, along the A350. There is a public golf course immediately north of the site. The Kennet and Avon Canal lies approximately 900m south of the site.
<b>Size of site</b>	7.2 ha
<b>Planning context</b>	The site is allocated for General Employment (Policy E1) in the saved policies of the current West Wiltshire District Local Plan. The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 15 – Spatial Strategy: Melksham Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	There are numerous existing records in the surrounding area for bats, badgers, reptiles and great crested newts, therefore an extended Phase I habitat survey with particular respect to these species will be required to inform the planning application for the site. The proposed site is located within an area of Melksham identified as a potential future employment site through the emerging Wiltshire Core Strategy. Enhancement for biodiversity in relation to planning permission for this site would be required to fall in line with any ecological strategy that has been designed for the area as part of the Wiltshire Core Strategy.
Historic environment and cultural heritage	A WWI airfield is adjacent to the site and should be evaluated via a Desk Based Assessment (DBA).
Human health and amenity	The site is situated approximately 420m from housing to the east and west. Mitigation for any dust, odour and bioaerosols will be required to minimise impacts on sensitive receptors. Detailed assessment will be required if the development is within 250m of any residential premises or 500m of any other receptors. Potential impacts on air quality (including odour, dust and fumes), vibration, nuisance and noise levels affecting nearby residential, industrial and recreational areas will also need to be investigated.

<b>Hampton Business Park, Melksham</b>	
	<p>Mitigation should involve a Site Waste Management Plan and Pollution Incident and Control Plan to specify how excavated material will be handled, stored and disposed of.</p> <p>Any development will need to safeguard PRow.</p> <p>Part of the site covers an existing sports ground which would need to be replaced as part of any development.</p>
Landscape, townscape and visual	<p>There is the potential for landscape and visual impacts on local residences, although the site has high capacity to accommodate change. The design of any major buildings is a key consideration. Mitigation through sensitive site planning, the retention of existing planting (where possible) and screen planting will be required. Native and evergreen hedgerows and trees and native woodland planting to site boundaries should be used to screen views into the site and repair rural character. Facilities should be small to medium in scale and in keeping with an agricultural style.</p>
Traffic and transportation	<p>Access arrangements will need to be investigated. A new formal access will need to be constructed between the existing access road and the site to improve visibility and safety. A Transport Assessment, including a capacity analysis on the A350 junctions in the vicinity of the site, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is in Flood Zone 1. There are surface water courses in close proximity to the site, the site is underlain by a secondary aquifer and there are potentially contaminating land uses in the area. Robust design measures should be put in place to protect public water resources. Measures to mitigate against threats such as flooding and groundwater contamination may include a surface water drainage scheme and SuDS designed to control run-off. A FRA, contamination risk assessment and liaison with the Environment Agency to determine monitoring requirements will need to take place and support a planning application.</p>
Any other issues or comments	<p>The adjacent Bowerhill Industrial Estate is occupied, in part, by existing waste facilities, including a HRC. Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects on air quality, human health and amenity, traffic and transportation. The matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Trowbridge and Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>





## Inset map W2

West Wilts Trading Estate,  
Westbury

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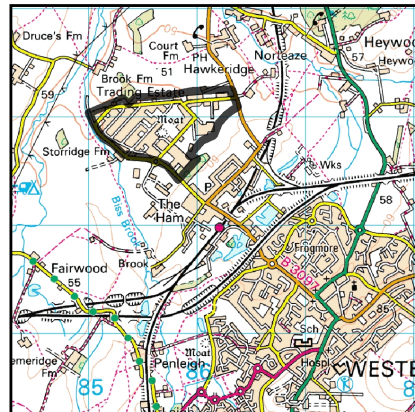


Table 3.2 West Wilts Trading Estate, Westbury

<b>West Wilts Trading Estate, Westbury</b>	
<b>Potential use/s</b>	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	385862 152853
<b>Current use/s</b>	The site is a large established trading estate which encompasses various uses including some small scale waste uses, processing industries, light industrial uses, car sales and a nightclub.
<b>Description of site</b>	The site is located 1km to the north west of Westbury approximately 6km south of Trowbridge. The site is largely developed but there are some available units and land. Housing is located within 250m of the southern boundary of the site. The northern boundary of the site is defined by hedgerows and tree belts beyond which lies agricultural land. The site is bounded to the east by Hawkeridge Road and a small number of properties located on this road. The site is flanked to the south by The Ham and properties located on Hawkeridge Park and to the west by Storridge Road and Storridge Farm. The local railway line is approximately 500-600m from the eastern and southern boundaries of the site beyond which there are residential areas to the south east of the site. There are two existing access points to the industrial estate, off the B3097 Hawkeridge Road and via a roundabout off Storridge Road, both of which link to the A350. The nearest junction on the A36 is approximately 7km from the site.
<b>Size of site</b>	63.6 ha
<b>Planning context</b>	The site is allocated for General Employment (Policy E1) in the saved policies of the current West Wiltshire District Local Plan. The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 32 – Spatial Strategy: Westbury Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	A site level survey should be undertaken if development is on, or adjacent to, the part of the site that is currently occupied by trees, hedgerow or grass/scrub, or immediately adjacent to the River Biss, or if any existing buildings are to be demolished and rebuilt. The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 32 – Spatial Strategy: Westbury Community Area; and Core Policy 35 – Existing Employment Sites). There may be an ecological strategy associated with areas of development within the Core Strategy that may put constraints on some sites in relation to habitat retention and enhancement. This should be investigated and addressed within the planning application for the site.
<b>Historic environment and cultural heritage</b>	There is a SM (ref. 12048) in the southern area of the site and the setting of this monument will require consideration within design proposals when a planning application is submitted. There is potential for the SM to become further isolated in the centre of the site which will have implications for public

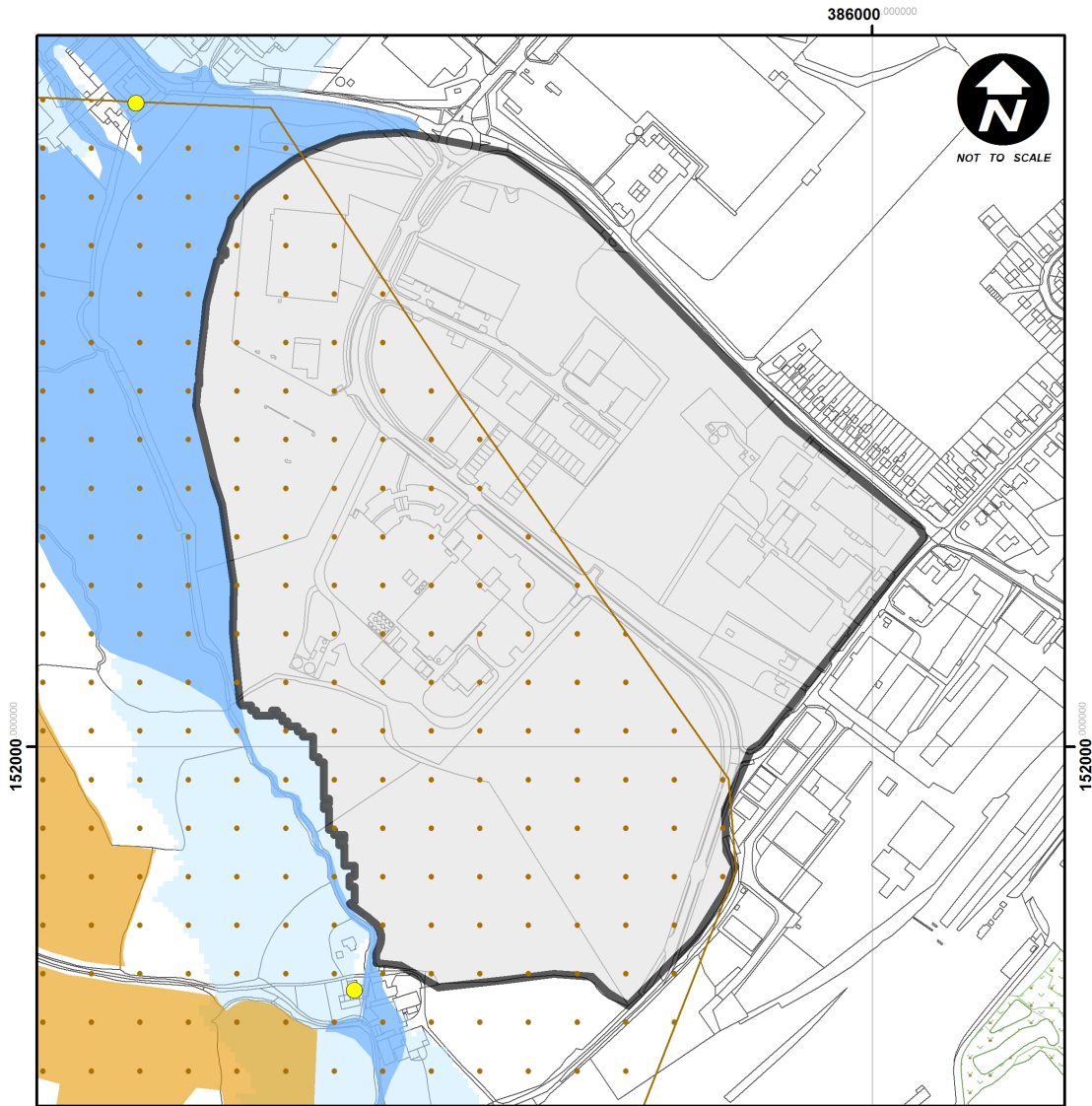
## West Wilts Trading Estate, Westbury

	<p>access and management. The brownfield site set around the SM moated site will need protecting. Pre-application Desk Based Assessment (DBA) should be produced as a minimum.</p> <p>There is potential for a change in setting to the Brook Hall complex (including the Grade I listed early wing and Grade II listed Hall and barn) lie approximately 350m to the north of the site (ref. 128501). Brook Hall is a long-standing Building at Risk and it is imperative that changes in the vicinity do not further prejudice the possibilities for finding a new use/owner for the site. The Grade II listed Storridge Farm and its model farmyard lies immediately to the south-west of the allocated site and any impact upon its setting will also need to be considered.</p> <p>The potential for the presence of currently unrecorded archaeological deposits is low.</p>
Human health and amenity	<p>Potential impacts on air quality (including odour, bioaerosols, dust and fumes), vibration, nuisance and noise levels affecting nearby residential, industrial and recreational areas will need to be investigated. Proximity to housing in the south means that proposals for facilities with higher pollution potential should avoid this part of the site.</p> <p>A full noise assessment will need to be undertaken and acoustic screening in the form of bunds, buildings or fences may be required depending on the location of a waste facility. New facilities should be sited away from the residential properties by at least 150m.</p> <p>Air quality risks for the intended uses are moderate to high without mitigation. Measures to control emissions of local air pollutants from combustion plant, and of dust, odour and bioaerosols will be required. Detailed assessments will need to support a planning application.</p>
Land use	<p>Proximity to leisure land use (nightclub) should be considered during any subsequent planning application process.</p>
Landscape, townscape and visual	<p>The design of any major buildings is a key consideration. Mitigation in the form of additional boundary/screen planting for any new developments, locating the facility away from Storridge Road and retaining existing trees and hedgerows on site will be required.</p>
Traffic and transportation	<p>Any proposal for waste development should ensure that there are no significant adverse impacts on sensitive receptors and the highway network. HGV routing should be enforced through Hawkeridge Road towards the north only in order to minimise environmental impacts. The “most appropriate route” (as stated in Wiltshire Councils ‘Freight Routes in Wiltshire’ document) is via the eastern access towards the north. The western secondary access should be used by non-HGV traffic only. A Transport Assessment, including an assessment of the impact on the function and capacity of the A36, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>

**West Wilts Trading Estate, Westbury**

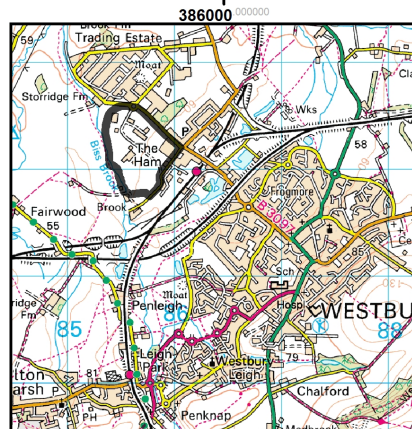
	<p>Proposals should consider using the adjacent rail interchange at Westbury.</p>
<p><b>Water environment</b></p>	<p>The site is located partly in Flood Zone 1 and 2, which is the floodplain associated with the Biss Brook. The western part of the site is underlain by a secondary aquifer. The aquifer is likely to be shallow. The potential for pluvial and groundwater flooding should be investigated. Robust design measures should be put in place to protect public water resources. It may be advisable for any site layout to preferentially avoid locating sensitive buildings/equipment in the site's western portion. There are currently outstanding groundwater contamination issues at the site. If development or redevelopment occurs then areas being redeveloped will need to be assessed for their contamination potential and measures taken to address these issues. Proposals should consider mitigation such as SuDS within site design and infiltration devices. It is recommended that a strip of land at least 8m wide adjoining the Biss Brook is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk.</p> <p>A FRA contamination risk assessment and determination of monitoring requirements with the Environment Agency will be required to support a planning application.</p>
<p><b>Any other issues or comments</b></p>	<p>Any new facilities must not prejudice the existing industrial and commercial units already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<p><b>Cumulative effects with other waste site allocations</b></p>	<p>There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<p><b>Links to the Waste Core Strategy</b></p>	<p>The site is located within 16km of Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>





## Inset map W3

Northacre Trading Estate,  
Westbury



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Table 3.3 Northacre Trading Estate, Westbury

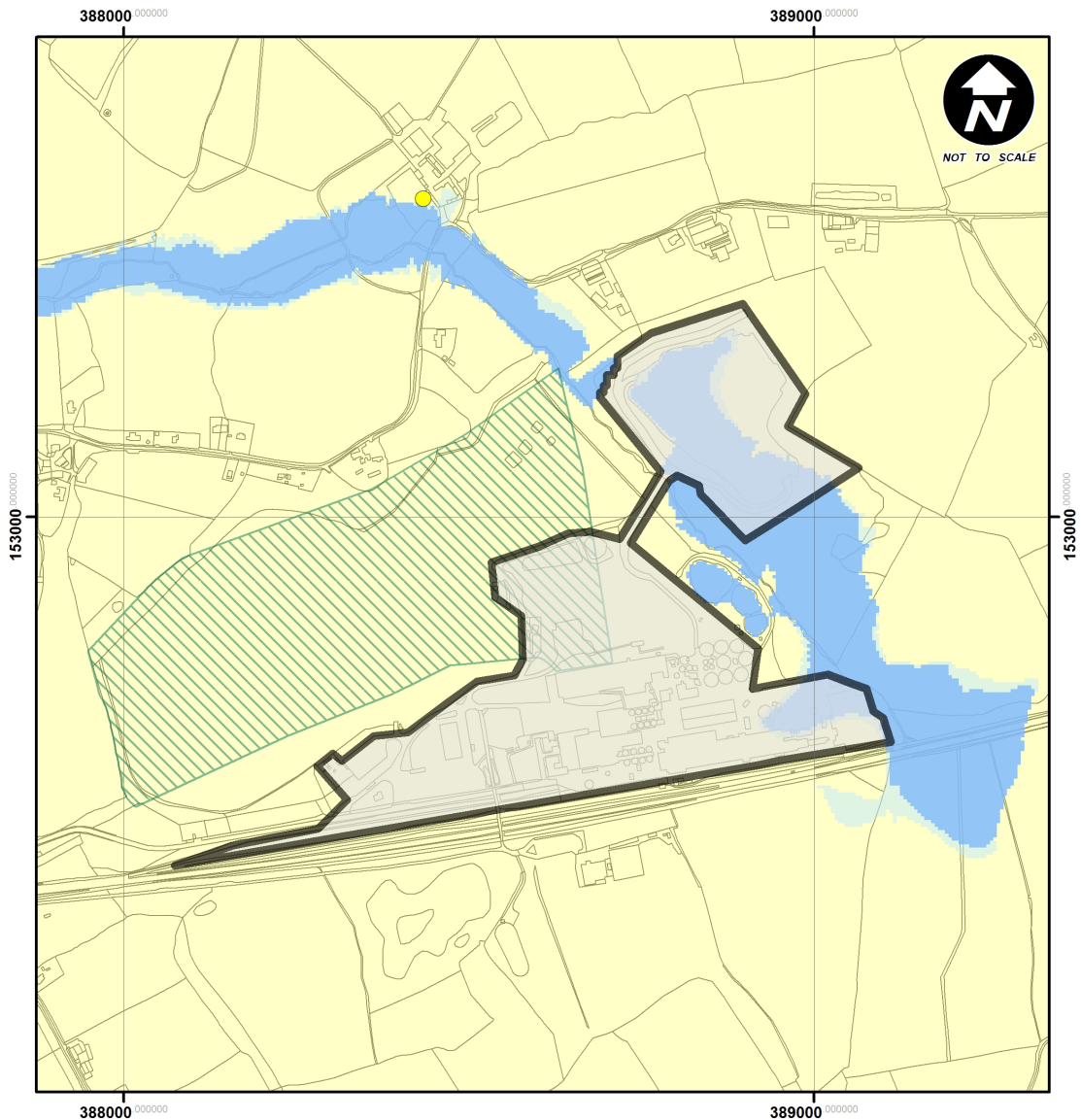
<b>Northacre Trading Estate, Westbury</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling and Waste Treatment.
<b>Scale</b>	Strategic.
<b>Grid reference</b>	385385 152136
<b>Current use/s</b>	The Northacre Trading Estate is a large new trading estate which is part of the existing Brook Lane Trading Estate and a sewage works. Much of the trading estate currently consists of vacant plots of land although part of the site is occupied by a large milk processing dairy. Planning permission has recently been gained for a MBT facility and associated HRC, although both facilities are not currently in operation.
<b>Description of site</b>	The site is located on the north-western fringe of Westbury, fronting onto Storridge Road approximately 6.5km south of Trowbridge. The site is large with vacant land providing a continuation of industrial uses from West Wilts Trading Estate through to Brook Lane Trading Estate. The site is accessed by a new roundabout and road with signage and lighting. Storridge Road and Station Road link to the A350. The nearest junction on the A36 is approximately 6.5km from the site. The site is a large flat area on the edge of the Biss Brook floodplain, which runs close to/along the western site boundary, beyond which is open countryside. To the north, the West Wilts Trading Estate contributes to the general industrial/urban fringe character of the area. A number of detached, two-storey suburban houses face the Northacre Trading Estate on Storridge Road along the north eastern boundary of the site. Westbury Train Station and Brook Lane Industrial Estate are located to the south east. The local railway line is located approximately 150m from the south east boundary of the site (designated Westbury Rail Freight Facility).
<b>Size of site</b>	37.8 ha
<b>Planning context</b>	The site is allocated in the saved policies of the current West Wiltshire District Local Plan as part New Employment Land Allocation (E1) and part Employment Policy Area (E2). The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 32 – Spatial Strategy: Westbury Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	Development on the currently undeveloped part of the site will require a site level Phase I extended survey with particular reference to water voles, badgers and reptiles (existing records in the immediate area) to inform any future planning application. The site is located within an area of Westbury identified as a principle employment area in the emerging Wiltshire Core Strategy. There may be an ecological strategy associated with areas of development within the Core Strategy that may put constraints on some sites in relation to habitat retention and enhancement. This should be investigated and addressed within the planning application for the site.

Northacre Trading Estate, Westbury	
Historic environment and cultural heritage	<p>There is potential for significant adverse impacts on cultural heritage features within the site. The site contains Brook Deserted Medieval Village (DMV) Scheduled Monument and other, probably related, significant heritage assets.</p> <p>Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation. The county archaeologist advises not using the areas west and south-west of the existing Industrial Estate. Otherwise, evaluation required as above.</p> <p>The Grade II listed Brook Farm, Brook Lane, Westbury lies immediately south of the allocated site. Design proposals, and landscaping and screening options will need to be devised in consultation with English Heritage and Wiltshire Council's Conservation Officer in order to ensure appropriate mitigation of any adverse effect on the setting of this.</p>
Human health and amenity	<p>Potential impacts on neighbouring receptors, particularly odour and bioaerosols will need to be considered as part of any planning application. Sensitivity of some existing units to air quality, particularly the dairy and other food processing businesses, will need to be assessed. Vibration, nuisance and noise levels affecting nearby residential (including dwellings in Storridge Road and The Ham), industrial and recreational areas will also need to be investigated.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required, and will depend on the siting of a waste facility within the site. New facilities should be sited away from the residential properties by at least 150m.</p> <p>Air quality risks for the intended use are moderate to high without mitigation. Measures to control emissions of local air pollutants from a treatment plant, and of dust, odour and bioaerosols will be required. Detailed assessments will need to support a planning application.</p>
Landscape, townscape and visual	<p>A landscape assessment will be required to support a planning application. The urban fringe location of the site and proximity of residential properties and footpaths mean that sensitive site planning and visual mitigation will be essential.</p>
Traffic and transportation	<p>A Transport Assessment, including an assessment of potential vehicular movements to and from the site and impact on the function and capacity of the A36 and A350, should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is in Flood Zone 1 but is in proximity to the floodplain associated with the Biss Brook (north west of the site). It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings,</p>



## Northacre Trading Estate, Westbury

	<p>structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. Part of the site is identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk.</p> <p>The site is situated on shallow aquifers and there are potentially contaminating land uses in the area and potential for contamination from past activities on site. Foul water discharges from any development can be connected to the public sewer system where available subject to a capacity appraisal and agreement upon a point of connection. Robust design measures should be put in place to protect public water resources.</p> <p>A FRA and contamination risk assessment will be required to support any planning application.</p>
<p>Any other issues or comments</p>	<p>Any new facilities must not prejudice the existing industrial and commercial units (including the dairy) already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<p><b>Cumulative effects with other waste site allocations</b></p>	<p>There is the potential for cumulative effects on air quality, biodiversity and geodiversity, human health and amenity, traffic and transportation. The matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<p><b>Links to the Waste Core Strategy</b></p>	<p>The site is located within 16km of Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## Inset map W4

Lafarge Cement Works,  
Westbury

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Table 3.4 Lafarge Cement Works, Westbury

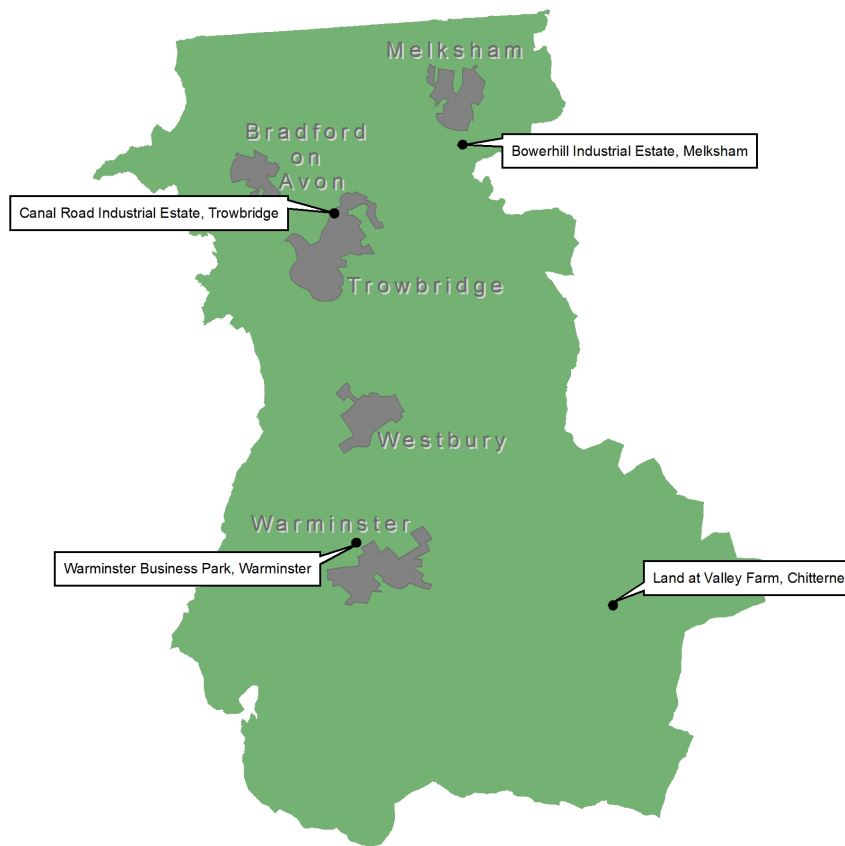
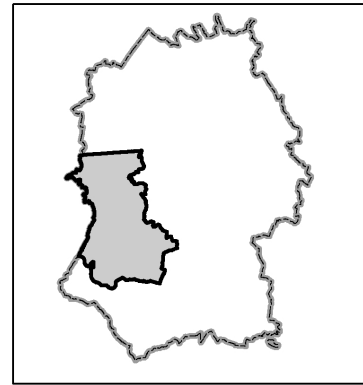
<b>Lafarge Cement Works, Westbury</b>	
<b>Potential use/s</b>	Household Recycling Centre, Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer, Composting, Waste Treatment (and associated landfill of residual waste from treatment process).
<b>Scale</b>	Strategic.
<b>Grid reference</b>	388728 152733
<b>Current use/s</b>	<p>The site is occupied by Lafarge Cement Works, which has operated a process of burning waste tyres as part of the fuel for heating the cement kilns. However, the cement kilns have now permanently closed but the existing cement depot operation continues.</p> <p>Westbury Waste Management Facility occupies the north western area of the site and is adjacent to the cement works and former non-inert (non-hazardous) landfill site. Electricity is currently being generated from landfill gas.</p> <p>Planning permission was previously granted for the development of a strategic scale Waste Transfer Station, but the permission was not implemented and has since lapsed.</p>
<b>Description of site</b>	<p>The site is located 1km to the north east of Westbury, approximately 6.5km south east of Trowbridge. Access to the site is gained from the A350 which forms part of the HGV Route Network along the existing site access and haul road. The site also has direct access to the Buckleaze-Westbury railway link (which forms the southern boundary) that was used by Lafarge Cement Works. Recreational facilities including a golf course and fishing lake are located immediately beyond the railway link. Several claypits and ponds are situated in close proximity, forming the northern and eastern boundaries to the site and a tributary of the River Biss forms part of the north east site boundary. At its western end, the site consists of a formal driveway, which leads to the wider works area. A PRoW crosses the access between the clay pit and the plant site.</p>
<b>Size of site</b>	24.4 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the current West Wiltshire District Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The site is situated within the existing Lafarge Cement Works site and Claypit RIGS. It is also immediately adjacent to, and partially within, the Blue Circle Cement Works Claypit CWS. An extended Phase 1 Habitat Survey will be required in order to fully assess any areas of the site not previously developed.
Human health and amenity	Potential impacts on air quality (including odour, bioaerosols, dust and fumes), vibration, nuisance and noise levels affecting nearby residential, industrial and recreational areas will need to be investigated. Further consideration will be needed if there is the potential for heat and power that could be used to supply the local users.

## Lafarge Cement Works, Westbury

	<p>Acoustic screening in the form of bunds, buildings or fences may be required on the northern and eastern boundaries. The facilities should be sited as far away from the north east boundary as practical, with a minimum distance of 150m from any residential development.</p> <p>Air quality risks for the intended use are moderate to high. Measures to control emissions of local air pollutants from a treatment facility, and of dust, odour and bioaerosols will be required.</p> <p>Detailed noise and air quality assessments will need to be undertaken to support a planning application.</p> <p>Any development will need to safeguard PRow.</p>
Land use	<p>Development should have regard to the approved restoration of the adjacent former landfill area to agricultural use. Any future waste management development at this site must not unduly prejudice the restoration timetable of the adjacent landfill site, or conflict with the permitted agricultural after use of the landfilled area.</p>
Landscape, townscape and visual	<p>The design of any major buildings is a key consideration to ensure no adverse impacts on the surrounding area including Westbury White Horse. Mitigation through sensitive site planning, the retention of existing planting (where possible) and screen planting (i.e. native woodland buffer planting) will be required. There may be an opportunity to enhance parts of the site in visual or landscape terms.</p>
Traffic and transportation	<p>Any proposals should consider the potential vehicular movements to and from the site and impact on the function and capacity of the A350. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal.</p> <p>There is potential for rail use at this site, a feasibility study will be required. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is predominantly in Flood Zone 1 but the northern and eastern parts enter Flood Zone 3b. It will be necessary for any site layout to avoid locating any development/buildings/equipment in this part of the site. It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. The site is partially located on a secondary aquifer. There are potentially contaminating land uses in the area and potential for contamination from past activities on site. Flooding could interrupt operations and cause pollution to spread from the site, although only a fraction of the site (about a quarter) is at risk. The site could increase the flood risk to surrounding sites. Proposals should consider mitigation such as SuDS within site design and infiltration devices. Foul water discharges from any development can be connected to the public sewer system where available subject to a capacity appraisal and agreement upon a point of</p>

<b>Lafarge Cement Works, Westbury</b>	
	connection. Robust design measures should be put in place to protect public water resources. A FRA, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects associated with traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.

# West Wiltshire local scale waste sites

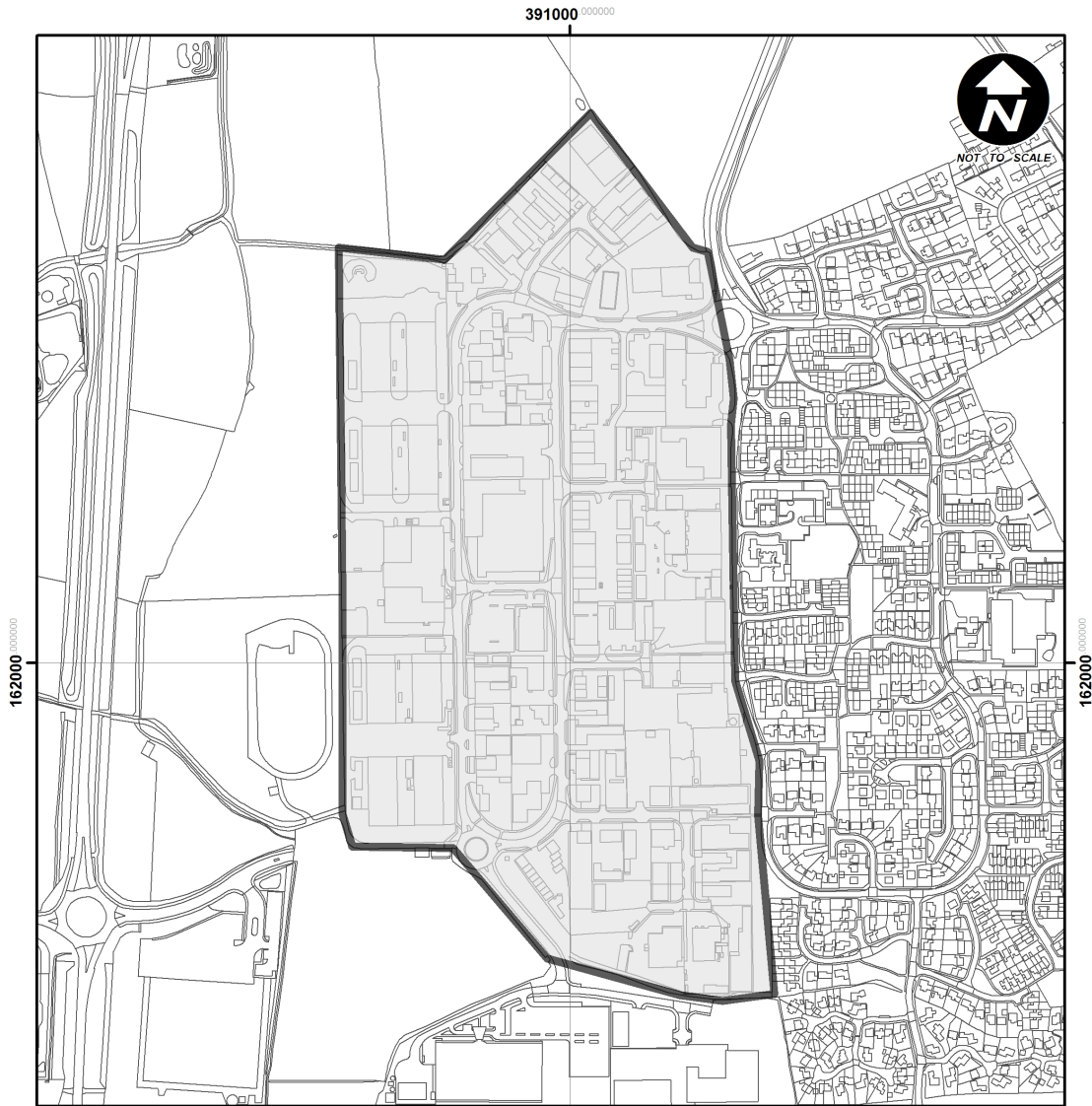


**Key**

- Local waste sites in West Wiltshire
- Key settlements in West Wiltshire
- West Wiltshire

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## Inset map W5

Bowerhill Industrial Estate,  
Melksham

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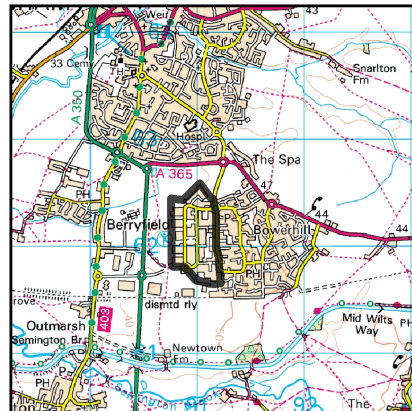
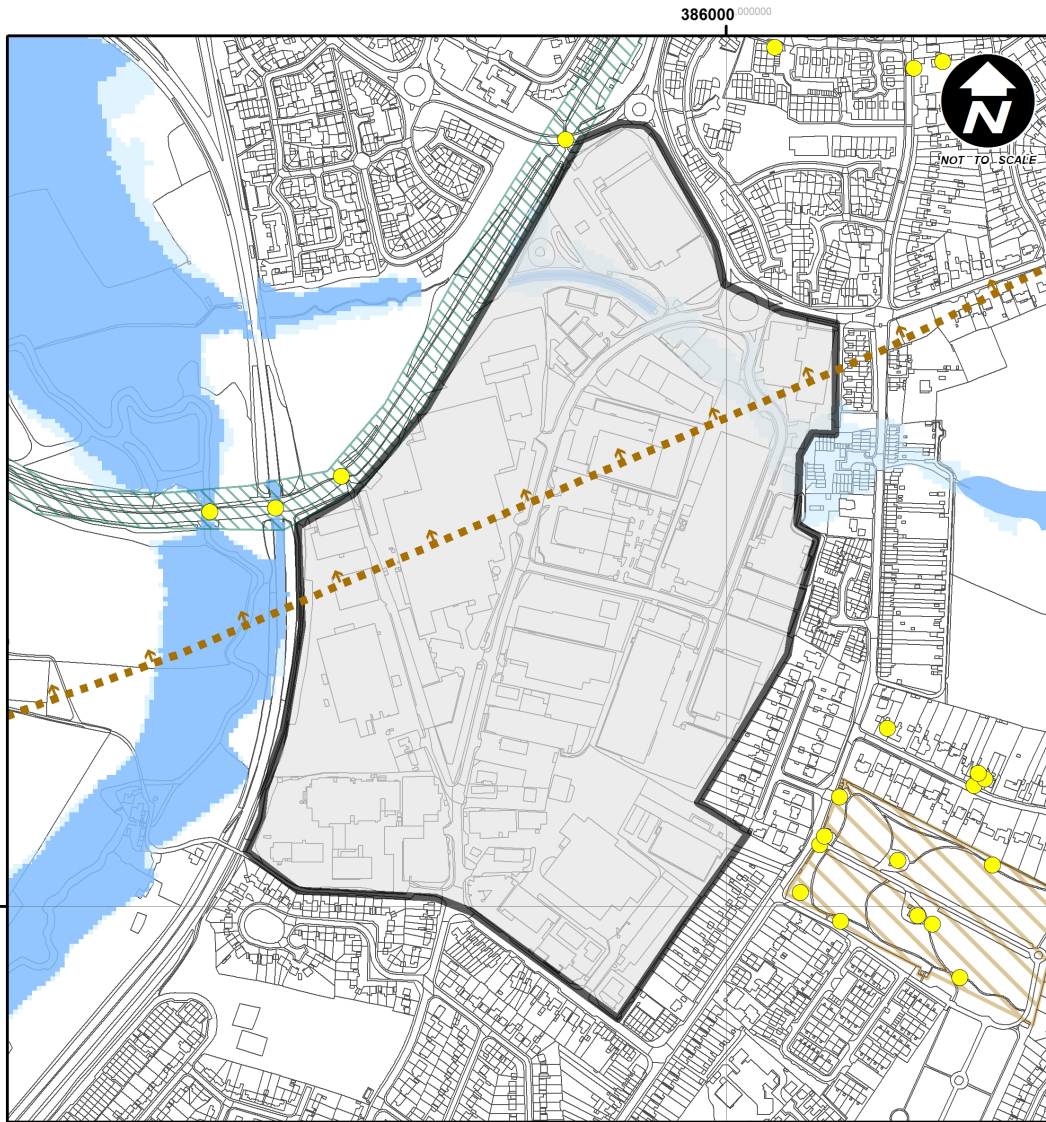




Table 3.5 Bowerhill Industrial Estate, Melksham

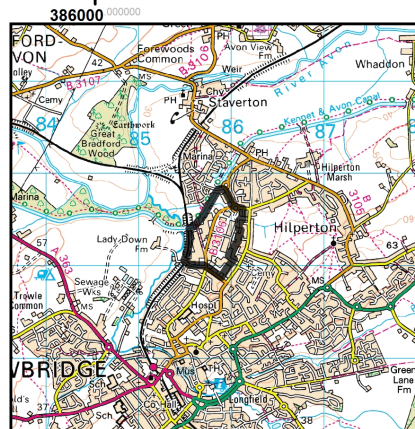
<b>Bowerhill Industrial Estate, Melksham</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local.
<b>Grid reference</b>	391000 162045
<b>Current use/s</b>	The site is part of a former airfield which has been developed as an industrial estate. The industrial estate is currently occupied predominantly with B2 and B8 uses including small manufacturing and engineering businesses, large scale storage and distribution, a HRC, and a sports and leisure centre.
<b>Description of site</b>	The site is located on the western fringe of Bowerhill, approximately 500m south of Melksham and 11km north east of Trowbridge. The site is an established industrial area and lies adjacent to the employment allocation known as Hampton Business Park. Access to the Bowerhill Industrial Estate is gained via a roundabout on the A365 to the north east of the estate. This access route also serves the residential areas of Bowerhill. The northern boundary of the industrial estate is formed by fields beyond which lies the A365 and Melksham. The eastern extent of the site is defined by Halifax Road beyond which lies the residential area of Bowerhill. The southern extent of the site is formed by a new industrial development, sports ground and a golf course which borders the site, with the A350 approximately 150m to the west. There are two PRoW running from the centre of the industrial estate to the road that separates the industrial estate and housing estate to the east of the site.
<b>Size of site</b>	32.4 ha
<b>Planning context</b>	The site is allocated as General and Employment Areas (Policies E1/E2) in the saved policies of the current West Wiltshire District Local Plan. The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area (Core Policy 15 – Spatial Strategy: Melksham Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	A site level survey should be undertaken if development is on, or adjacent to, part of the site that is currently occupied by trees, hedgerow or grass/scrub, or if any existing buildings are to be demolished and rebuilt. There are existing records of Great Crested Newts in the surrounding area therefore mitigation and enhancement may need to include maintenance of habitat connectivity.
Human health and amenity	Potential impacts on air quality (including odour, bioaerosols, dust and fumes), vibration and light pollution affecting existing uses on the industrial estate will need to be assessed.  Air quality risks for the intended use are low to moderate without mitigation. Mitigation for dust and odour will be required.

<b>Bowerhill Industrial Estate, Melksham</b>	
	<p>A full noise assessment will need to be undertaken. Acoustic screening in the form of bunds, buildings or fences may be required on the northern and eastern boundaries, depending on the location of the facility. The facilities should be sited as far away from the eastern boundary as practical with any external activities a minimum of 150m from any residential development.</p> <p>Any development will need to safeguard PRow.</p>
Land use	Proximity to housing in the east and potential for conflict with sports and leisure uses on the site will need to be investigated.
Traffic and transportation	Consideration of the appropriate location of any waste facility within the industrial estate and the potential to link the site directly to the A350 should be given. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. This should include assessment of impacts on the function and capacity of the local highway network, particularly the A350 during peak periods. Any application should be accompanied by a robust Travel Plan.
Water environment	The site's northern boundary adjoins the Bowerhill Watercourse (part culverted) which is a main river under the control of the Environment Agency. It is recommended that a strip of land at least 8m wide adjacent to the watercourse/culvert should be left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. This is to ensure that an appropriate environmental corridor to the watercourse/culvert is secured for ongoing maintenance of the drainage system and/or to allow future improvement works. A small part of the site is identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk. A FRA, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	There is the potential for cumulative effects on air quality, human health and amenity, traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.
<b>Links to the Waste Core Strategy</b>	The site is located within 16km of Trowbridge and Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.



## Inset map W6

Canal Road Trading Estate,  
Trowbridge



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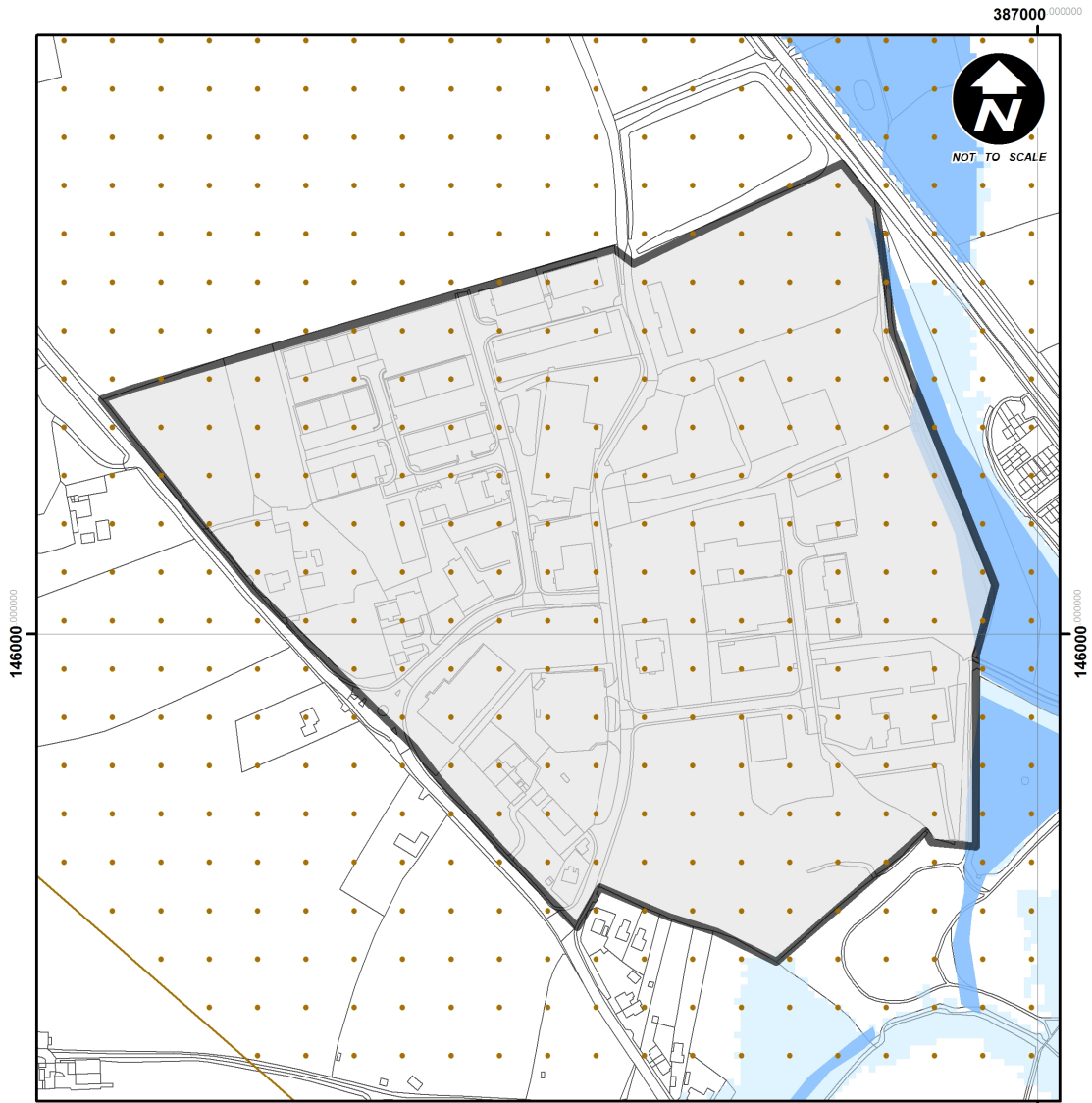
Table 3.6 Canal Road Industrial Estate, Trowbridge

<b>Canal Road Industrial Estate, Trowbridge</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local.
<b>Grid reference</b>	385743 159419
<b>Current use/s</b>	The site is an existing and well established industrial estate with a mix of B1, B2, B8 and A1 uses. There are existing waste uses on the industrial estate including a HRC. There is a small historic landfill site within the site boundary towards the north.
<b>Description of site</b>	The site is located on the northern fringe of Trowbridge. The site has several points of access including roundabouts at the southern and northern ends of the industrial estate, in close proximity to the A361. The site is defined to the north by Towpath Road and Horse Road beyond which lies the residential areas of Hilperton Marsh. The site is flanked to the east by properties located along The Down and Wyke Road and to the south by properties located on Canal Road. There is a cemetery in close proximity to the south east site boundary. The western boundary is formed by the Kennet and Avon Canal and a railway line. Immediately north and north west of the site is Green Belt land which has been allocated for housing. A PRoW runs through the site.
<b>Size of site</b>	35.2 ha
<b>Planning context</b>	The site is allocated as an Employment Area (Policy E2) in the saved policies of the current West Wiltshire District Plan. The District Plan also allocates an area for new housing (Policy H7) to the north and north west of the site and new recreational space 135m to the east of the site.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The site is situated within an existing industrial estate, but immediately adjacent to the Kennet & Avon Canal. A robust management plan to control litter, dust and surface water run-off will be required to ensure the protection of ecological features of the Kennet & Avon Canal CWS, the River Biss corridor and the ecology of Hilperton Marsh and the wildlife species that these habitats support. A site level survey should be undertaken if development is on, or adjacent to, part of the site that is currently occupied by trees, hedgerow or grass/scrub, or if any existing buildings are to be demolished and rebuilt.
Historic environment and cultural heritage	The Kennet and Avon Canal (which is considered as a heritage asset) forms the western boundary of the site. The adjacent pound includes a listed road bridge over the canal and listed aqueducts. To the east, Trowbridge Cemetery is included on the Register of Parks and Gardens and includes numerous listed memorials, gate piers and Gate Lodge. There are also listed houses in the vicinity, on Victoria Road. Impact on the setting and environmental quality of all of these heritage assets will need to be carefully considered.



Canal Road Industrial Estate, Trowbridge	
Human health and amenity	<p>Potential impacts on air quality (including odour, bioaerosols, dust and fumes), noise and vibration levels affecting existing uses on the industrial estate and other surrounding receptors should be assessed. Proximity to housing located in existing residential areas and future housing development will need to be investigated.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required and will depend on the final location of any waste facility. Facilities should be sited towards the middle and mid-west of the site and any external activities a minimum of 150m from any residential development.</p> <p>Air quality risks for the intended use are low to moderate without mitigation. Mitigation for dust and odour will be required but detailed assessment of air quality and odour should not be necessary.</p> <p>Any development will need to safeguard PRoW.</p>
Landscape, townscape and visual	<p>Potential impacts on the existing setting and views onto the site from nearby residential areas and PRoW will require investigation.</p>
Traffic and transportation	<p>The impact of HGVs on sensitive receptors/local residential areas close to the site will need to be investigated. Access for HGVs should be sensitively controlled through signing and routing agreements. Access for light vehicles from the south is deemed acceptable although further capacity analysis will need to consider this. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site falls predominantly into Flood Zone 1, but the northern section is bisected by the partially culverted Hilperton Brook main river and a narrow band of Flood Zone 2. It may be advisable for any site layout to avoid locating buildings/equipment in this part of the site. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8m of the top of the bank of the Hilperton Brook. It is recommended that a strip of land at least 8m wide adjoining all watercourses is left clear of all buildings, structures, fences and trees to facilitate access, essential maintenance and possible future improvements to the drainage system. Ground levels should not be raised within this area. The site lies within an area identified as being 'Susceptible to Surface Water Flooding'. Further investigation should be carried out to assess the true nature of this risk. There is limited risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. There is a small historic landfill site within the site which could act as a potential source of land contamination, and which should be considered as part of any assessments. Proposals should consider mitigation such as SuDS within site design and infiltration devices. A FRA, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>

<b>Canal Road Industrial Estate, Trowbridge</b>	
<b>Any other issues or comments</b>	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p> <p>This site falls within the MoD statutory safeguarding zone - Keevil Airfield Statutory Height Safeguarding Zone.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects associated with traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Trowbridge and Chippenham and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## Inset map W7

Warminster Business Park,  
Warminster

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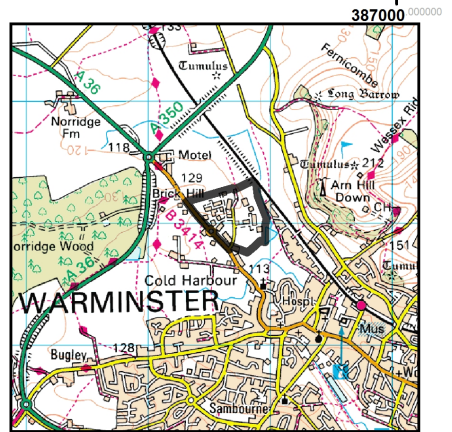
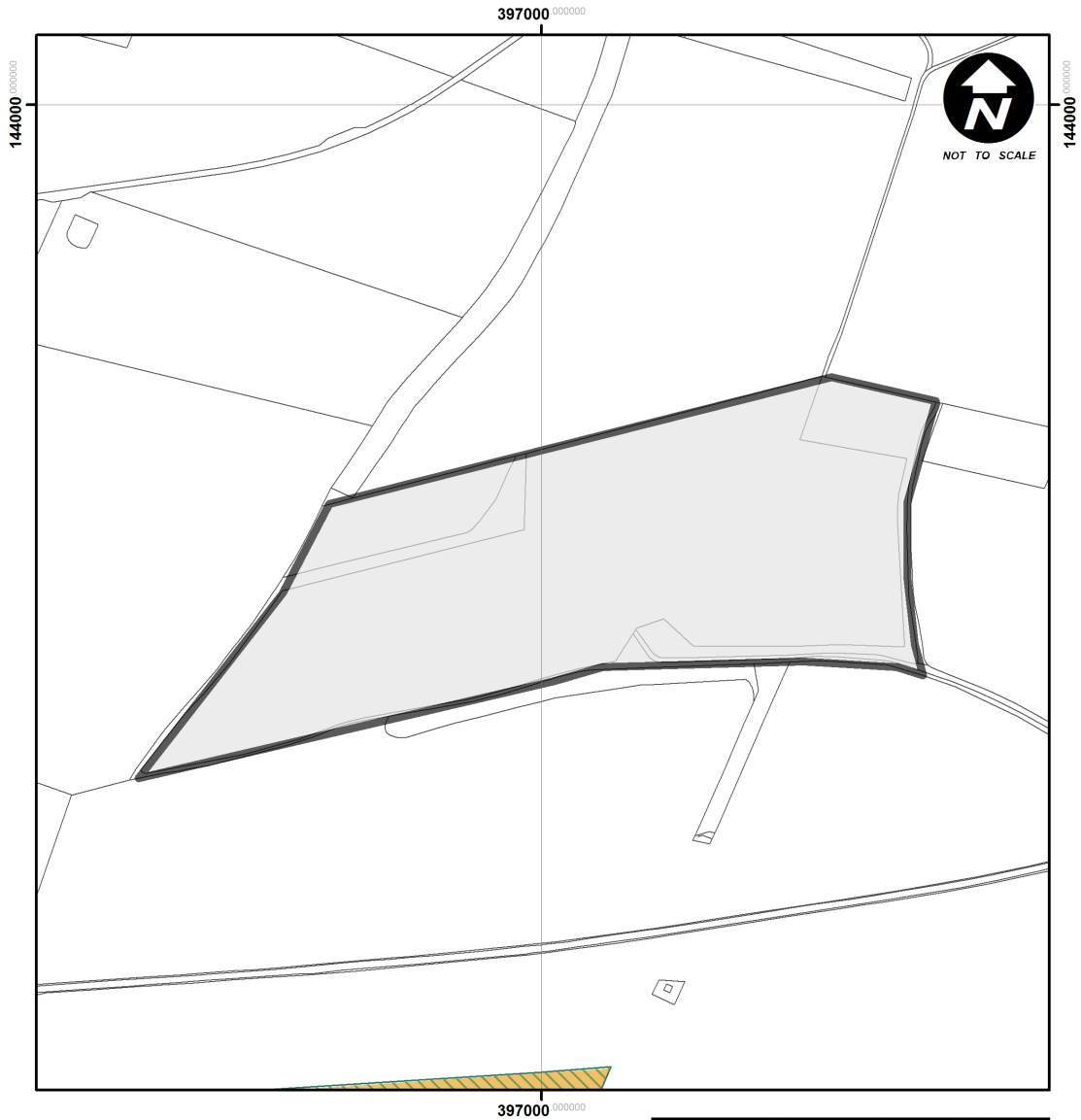




Table 3.7 Warminster Business Park, Warminster

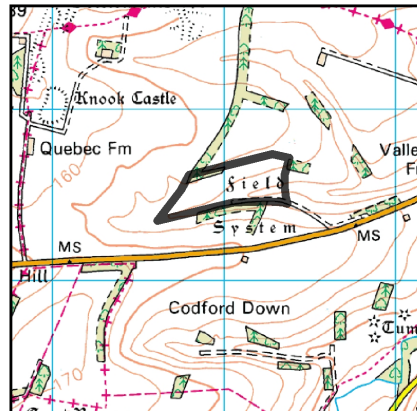
<b>Warminster Business Park, Warminster</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station and Local Recycling.
<b>Scale</b>	Local.
<b>Grid reference</b>	386700 146000
<b>Current use/s</b>	The site was previously a gas works (1941) but is now an existing industrial estate that contains a local HRC and other small businesses including manufacturing and engineering.
<b>Description of site</b>	The site is located on the northern edge of Warminster, 15km south of Trowbridge. The business park is accessed directly off the B3414 which leads to the A36/A350 Warminster–Westbury interchange (approximately 500m north of the site). There are two existing access points to the estate; Furnax Way to the south and Roman Way to the north. The northern boundary of the site is formed by fields and approximately 500m beyond this is the A350, to the east is a local railway line and the properties at Arn View. New residential areas are located to the east of the site and new B1 uses are being developed to the west at Bath Road Business Park. A river runs along the eastern boundary of the site and consequently this area is within Flood Zone 2/3.
<b>Size of site</b>	23 ha
<b>Planning context</b>	The site is allocated as an Employment Area (Policy E2) in the saved policies of the current West Wiltshire District Local Plan. The emerging Wiltshire Core Strategy identifies the industrial estate as a principle employment area and identifies a large area immediately to the west of the site for housing/mixed use (Core Policy 31 – Spatial Strategy: Warminster Community Area; and Core Policy 35 – Existing Employment Sites).
<b>Site development - key issues and potential mitigation measures</b>	
<b>Biodiversity and geodiversity</b>	Reptile, badger and water vole surveys should be undertaken, particularly if any ditches are affected. Additional survey work should be undertaken if development is on, or adjacent to, part of the site that is currently occupied by trees, hedgerow or grass/scrub, or if any existing buildings are to be demolished and rebuilt.
<b>Historic environment and cultural heritage</b>	<p>Arn Hill barrow SM is located approximately 800m to the east of the site boundary and will require Zone of Theoretical Visibility (ZTV) analysis.</p> <p>There is evidence of Iron Age archaeology on the site. Development of the site may impact on currently unrecorded remains associated with known and unknown sites of buried archaeological features. A programme of archaeological evaluation will need to be undertaken to assess the nature, extent and significance of any surviving remains. The site should be subject to archaeological evaluation in advance of any proposed works in this area. Further mitigation may be required depending on the outcome of that evaluation.</p>

<b>Warminster Business Park, Warminster</b>	
Human health and amenity	<p>Potential impacts on air quality (including odour, bioaerosols and fumes), noise and vibration levels affecting existing uses on the business park and surrounding properties will need to be investigated.</p> <p>Acoustic screening in the form of bunds, buildings or fences may be required. The facilities should be sited towards the centre of the site with a minimum separation distance of 100m from Bath Road and 120m from the residential properties to the east.</p> <p>Air quality risks for the intended use are low to moderate without mitigation. Dust and odour mitigation will be required, although detailed assessment should not be necessary.</p>
Traffic and transportation	<p>Access from the B3414, capacity impacts on the A350/A36 and implications of Warminster weight limit restrictions will need to be investigated. Parking and access arrangements will need to be considered. Mitigation may involve lorry restrictions through Warminster. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.</p>
Water environment	<p>The site is in Flood Zone 1 with the exception of the southern-most tip in Flood Zone 2 and the eastern edge in Flood Zone 3. Areas along the eastern and southern sides of the site are shown to be 'Areas Susceptible to Surface Water Flooding'. There are surface water courses in close proximity to the site and the site is close to drainage channels to the east, south and west along with an adjacent attenuation pond to the south. The site is located on a principal aquifer of high vulnerability and SPZ 2. There is limited risk of fluvial flooding but there is potential for pluvial and groundwater flooding. There are potentially contaminating land uses in the area and a high level of engineering containment will be required at this site to safeguard the groundwater environment. Foul water discharges from any development can be connected to the public sewer system where available subject to a capacity appraisal and agreement upon a point of connection. Robust design measures should be put in place to protect public water resources. Proposals should consider mitigation such as SuDS within site design and infiltration devices. A FRA, contamination risk assessment and liaison with the Environment Agency will be required to support a planning application.</p>
Any other issues or comments	<p>Any new facilities must not prejudice the existing waste operations already permitted within the site boundary.</p>
<b>Cumulative effects with other waste site allocations</b>	<p>There is the potential for cumulative effects associated with traffic and transportation. These matters will need to be fully scoped and assessed through any subsequent planning application process.</p>
<b>Links to the Waste Core Strategy</b>	<p>The site is located within 16km of Trowbridge and will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.</p>



## Inset map W8

Land at Valley Farm,  
Chitterne



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Table 3.8 Land at Valley Farm, Chitterne

<b>Land at Valley Farm, Chitterne</b>	
<b>Potential use/s</b>	Materials Recovery Facility/Waste Transfer Station, Local Recycling, Inert Waste Recycling/Transfer, Composting and Waste Treatment.
<b>Scale</b>	Local.
<b>Grid reference</b>	396846 143421
<b>Current use/s</b>	Greenfield site. This site is currently pasture land located adjacent to a large scale inert landfill/landraise site.
<b>Description of site</b>	This Greenfield site is located north of the B390, 1km west of the village of Chitterne and 25km north west of Salisbury. The inert landfill site adjacent to the proposed site has an existing access off the B390 which provides good access to the A36 to the west. The site lies within a relatively remote rural area of open rolling grade 3 agricultural land surrounded by a few isolated farms. To the north of the site an area of young woodland has been planted, whilst the northern boundary is defined by a strong belt of mature trees. Mature trees also run along the southern boundary, 230m beyond which lies the B390. The site is in the vicinity of Salisbury Plain Special Protection Area/Special Area for Conservation/Site of Special Scientific Interest (SPA/SAC/SSSI) and Cranborne Chase and West Wiltshire Downs AONB (approximately 1.2km south west of the site).
<b>Size of site</b>	15.5 ha
<b>Planning context</b>	The site is not allocated in the saved policies of the West Wiltshire District Local Plan.
<b>Site development - key issues and potential mitigation measures</b>	
Biodiversity and geodiversity	The proposed allocation is situated on a site that appears to be either rough grassland or arable field and within 300m to the north of Codford Down CWS (chalk grassland). However, it is considered that if the proposed allocation were to be developed, it would be unlikely to impact on the designated feature since the prevailing wind is from the south west and there is no hydrological connectivity between the allocation site and the CWS. There are several existing records in the immediate area for badgers and reptiles therefore an extended Phase 1 habitat survey with particular reference to (although not exclusively) these species, will be required to inform any future planning application process.
Historic environment and cultural heritage	Potential for development to impact on the heritage resource of the site and immediate area. Extensive field systems within site, large block of Scheduled Monument field system as well as Knook Castle Scheduled Monument likely to be indirectly affected. Zone of Theoretical Visibility (ZTV) analysis pre-application and evaluation/mitigation as planning condition is recommended.  Consideration will need to be given to potential for changes in setting to various Listed Buildings in the settlement of Chitterne (classified as a Conservation Area).

Land at Valley Farm, Chitterne	
Human health and amenity	Potential impacts on air quality (including odour, bioaerosols, dust and fumes), noise, vibration and nuisance levels affecting surrounding receptors will need to be investigated.
Land use	Potential loss of grade 3 agricultural land will need to be considered.
Landscape, townscape and visual	<p>Potential for landscape and visual impacts on the surrounding area due to the highly visible site location. Mitigation will be required and could include the planting of a 15m woodland buffer around site boundaries to screen views into the site, integrating it with the surrounding rural character. The woodland should connect with existing trees and planting within the area. In addition strategic off-site hedgerow planting, along the B390 to reduce perceptions of the erosion of the rural landscape character of the area will be required.</p> <p>Any development will need to safeguard PRoW.</p>
Traffic and transportation	Improvements will need to be made to the site access to accommodate HGVs turning left into the site from the west along the B390. In addition, new signage will be required to highlight the presence of the site access to alert other road users. A Capacity/Impact Assessment will also be required to investigate the likely impact of waste traffic on the A36, A303 and Chitterne village. Chitterne is subject to a Traffic Regulation Order affecting the B390 / C22 and therefore development at the site should be controlled by condition and legal agreement to prevent, or at least minimise, unnecessary vehicle movements accessing or leaving via Chitterne. A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate and / or compensate for the anticipated transport and related environmental impacts of the proposal. Any application should be accompanied by a robust Travel Plan.
Water environment	<p>The site is in Flood Zone 1 and is located on a principal aquifer of high vulnerability. The site is situated within a valley between two SPZ 3 areas. A SPZ 1 is situated 2.3km towards the east. Groundwater beneath the site is likely to be discharged within the Chitterne Brook (located 1.7km downslope of the site towards the east). There is a covered reservoir to the south of the site however it is situated at an elevation higher than the proposed waste site so cannot be impacted by any contaminated water emanating from a waste facility. Notwithstanding this, the site lies on a principal aquifer and is in close proximity to a SPZ 1 for a public water supply source, a high level of engineering containment will be required at this site to safeguard the groundwater environment.</p> <p>Areas along the southern boundary of the site are shown to be 'Areas Susceptible to Surface Water Flooding'. There is no risk of fluvial flooding but the potential for pluvial and groundwater flooding should be investigated. Proposals should consider mitigation such as SuDS within site design and infiltration devices. A FRA, contamination risk assessment and liaison on hydrology/surface water drainage issues with the Environment Agency will be required to support a planning application.</p>

<b>Land at Valley Farm, Chitterne</b>	
<b>Any other issues or comments</b>	Any new facilities must not prejudice the existing waste operations already permitted within the site boundary. Any inert waste recovery operation will only be permitted at this site where it is clearly demonstrated to be associated with existing waste inputs to the adjacent landfill operation - additional inputs solely to service the recovery of inert waste at this site will not be acceptable at this location.
<b>Cumulative effects with other waste site allocations</b>	No cumulative effects identified at the plan-making stage.
<b>Links to the Waste Core Strategy</b>	The site is not located within 16km of a principal settlement, therefore is only allocated for local scale use. The site will make a positive contribution to meeting capacity requirements in line with policies WCS1, WCS2 and WCS3 of the Waste Core Strategy.